



Fall 2015





Hopkins in 1918. North is down on this map. The streetcar viaduct curves over the Milwaukee Road, Minneapolis & St. Louis and Great Northern tracks. At far right is the short, single track branch into downtown Hopkins on 9th Avenue. The Hopkins substation is located where the line crossed Central Avenue. The front cover is a view from the rear of a

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P. O. Box 16509
Minneapolis, MN 55416-0509
(952) 922-1096
www.trolleyride.org

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Aaron Isaacs, Editor
3816 Vincent Avenue South
Minneapolis, MN 55410
612-929-7066
aaronmona@aol.com

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preserve Minnesota's electric railway heritage.

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Hopkins

-Aaron Isaacs

Although the focus of this article is streetcars, the history of railroads in Hopkins is rather complex. Between the steam roads and the streetcars, seven different companies built to Hopkins. Some succeeded others. Let's take them in chronological order.

1871 Minneapolis & St. Louis to Chaska

First to arrive was the Minneapolis & St. Louis in 1871, on its way to Chaska and then south through Albert

Lea to Iowa.

1879 Minneapolis & St. Louis to Excelsior

The M&StL sprouted a branch line that it optimistically called its Pacific Extension. It terminated in South Dakota, well short of the Pacific. The line cut diagonally across the Hopkins street grid to Minnetonka Mills, then west to Excelsior.

1881 Omaha passenger trackage rights

In order to create a more direct route from Minneapolis to Omaha and Sioux

City, the Chicago, St. Paul, Minneapolis & Omaha (The Omaha Road) began running passenger trains over the M&StL through Hopkins.

1882 Minneapolis, Lyndale & Minnetonka

The year 1880 marked the ascendance of Lake Minnetonka as a national tourist destination. The Great Northern had long served the lake's north shore at Wayzata and the M&StL now reached the south shore at Excelsior. Back then there was no such thing as too many railroads. On top of that, the country was in the midst of a



This issue is devoted to Hopkins and St. Louis Park. All trains (suburban streetcars were called trains) to Hopkins, including those to Lake Minnetonka, stopped at 9th Avenue in Hopkins, at the west end of the viaduct. This is where the Hopkins branch diverged. At right is the Great Northern's small depot, erected when the railroad abandoned the former Motor Line right of way to Excelsior.



TCRT first built a single track to Excelsior in 1905, then added the second track a year later, so this photo captures that short time window, before the second Hopkins viaduct was completed. It comes to ground on right of way leased from the Milwaukee Road. The photographer is standing on the Milwaukee's Deephaven branch, which would soon be removed at this location, although it would be electrified further west.

Hopkins to Hutchinson

The Motor Line was the least viable carrier to reach Lake Minnetonka. Its slow circuitous route was unable to compete with the M&StL for Excelsior traffic. It withdrew from the Lake Minnetonka market in 1886, cutting back to Lake Harriet. James J. Hill saw an opportunity and purchased the line from Hopkins to Excelsior. The St. Paul, Minneapolis & Manitoba (later to become the Great Northern) built a two-mile spur off its mainline to Hopkins, then standard gauged the former Motor Line to Excelsior. It also built beyond Excelsior to Hutchinson.

1887 Milwaukee Road Deephaven branch

Although the Lake Minnetonka tourist boom would peter out by the early 1890s, the Milwaukee Road built a branch to serve the St. Louis Hotel in Deephaven in 1887. It paralleled the former Motor Line, now the Manitoba, west from Hopkins about a mile before turning northwest.

1897 Minneapolis Land & Investment Co. to Hopkins

Although Twin City Rapid Transit wouldn't reach Hopkins until 1905, one of Thomas Lowry's undertakings did so in 1897. This was the streetcar line of the Minneapolis Land & Investment Company, Lowry's devel-

narrow gauge fad. This led to the construction of the narrow gauge Minneapolis, Lyndale & Minnetonka (the Motor Line) west from Lake Harriet in 1881. It passed through the southern edge of Hopkins on what is now the alignment of Excelsior Boulevard.

1882 Milwaukee Road main line

Over the period of 1868 to 1879 the Hastings & Dakota built one of the

more questionable Minnesota railroads from Hastings across the state to Ortonville on the South Dakota border. It managed to completely avoid Minneapolis and St. Paul, presumably because it saw itself as a feeder to Mississippi River steamboats. The Milwaukee Road acquired the H&D and in 1882 corrected the routing mistake by building from Minneapolis to Cologne, where it met the original line. It built directly alongside the M&StL to Hopkins, where the two lines

diverged. This resulted in a pair of depots that are located a block apart to this day.

1884 Omaha passenger trackage rights

The Omaha Road began routing freight trains over the M&StL through Hopkins.

1886 ML&M cut back to Lake Harriet

1886 Great Northern built through



Above left: The first stop on the east edge of Hopkins was Interlachen, at what is now Maple Hill Road. Thomas Lowry and Calvin Goodrich were charter members of the Interlachen Country Club, so when it opened in 1909, they added a stop to serve it. Above right and below: The next stop west was originally Mendelssohn Road, but was





Left: The next stop, and the last one before the viaduct, was 3rd Street. In the distance is the Hopkins Substation.

Below left: The Hopkins Substation. Harlow Callendar photo.

Below right: Looking east toward the substation as the tracks start to curve and climb up the the viaduct. There was a gravel pit spur in the lower area at right. According to a TCRT right of way map, at one time it connected with the Milwaukee Road.



oper of land in St. Louis Park. It built an independent streetcar line to St. Louis Park in 1892 from a connection with TCRT at Lagoon and Hennepin Avenue in Minneapolis. In 1897 the line was extended to the corner of Excelsior Avenue (now Mainstreet) and 6th Avenue, stopping just short of the M&StL's Excelsior line crossing.

1902 Great Northern cut back to Hopkins

In 1900 the GN built west from Spring Park, on the north shore of Lake Minnetonka, to St. Bonifacius, thereby shortening the Hutchinson branch and rendering the line from Hopkins through Excelsior surplus. It was abandoned from Hopkins to St. Bonifacius in 1902. The short branch to Hopkins remained in place to serve local industries.

1905 Twin City Rapid Transit builds through Hopkins to Excelsior

Twin City Rapid Transit became the third owner of the former Motor Line right of way from Hopkins to Excelsior. In 1905 it built west from Lake Harriet to Excelsior, straightening the former Motor Line in several locations. It also leased and electrified the Milwaukee Road's Deephaven branch. It built the 898-foot curving Hopkins viaduct to span the three railroads at Hopkins.

1906 Second Hopkins viaduct built, Hopkins branch built

The next year, 1906 saw a second track built on the Excelsior line, including a second Hopkins viaduct next to the first one. A short branch was built on 9th Avenue to the center of the Hopkins business district at Excelsior Avenue, now called Mainstreet.

1907 ML&I Hopkins extension

abandoned

TCRT acquired the Minneapolis Land & Investment line in 1906. With the far superior new streetcar service to Hopkins via Lake Harriet, the ML&I line was cut back to St. Louis Park in 1907.

From 1907 to 1932 the Hopkins rail infrastructure was stable, except that the streetcar wye in the intersection of 9th Avenue and Mainstreet was blocking traffic. To solve that problem it was later moved half a block north on 9th Avenue.

The end of Lake Minnetonka service came on August 11, 1932. Hopkins service lasted another 19 years, until 1951, when the line was cut back to Brookside Avenue in Edina.

Competing services

Hopkins was certainly not isolated prior to TCRT's Minnetonka extension in 1905. The M&StL began service in 1871. Its seven daily trains required only 16 minutes to reach downtown Minneapolis.

The Minneapolis, Lyndale & Minnetonka appeared in 1882 with three or four daily round trips. However, a circuitous routes and slow speeds required about 50 minutes to reach downtown. This uncompetitive performance caused the Motor Line to withdraw and cut back to Lake Harriet in 1886.

The Motor Line was replaced by the Great Northern. We don't have a timetable for the GN's Hopkins-Excelsior service, but it was probably as fast as the M&StL.

The Milwaukee Road also built through Hopkins in 1881, and undoubtedly sold tickets on its mainline trains to western Minnesota.

The Milwaukee built its Deephaven branch in 1887 and fielded a full-

fledged suburban service of five daily round trips, supplemented by a pair of mainline runs. Travel time to downtown was about 29 minutes, due to a less direct route and many grade crossings through south Minneapolis.

The final pre-TCRT competitor was the extension of the Minneapolis Land & Investment Company streetcar from St. Louis Park in 1897.

TCRT eventually supplanted all the competitors. The Great Northern was already gone in 1902. TCRT leased the Milwaukee's Deephaven branch, with streetcars replacing the steam powered suburban trains. It also leased the M&StL's Tonka Bay branch, replacing that suburban service. And it purchased the ML&I line, cutting it back to St. Louis Park. Except for the mainline passenger trains of the M&StL and Milwaukee Road, TCRT dominated the Hopkins-to-Minneapolis market.

Streetcar Service

From 1906 to 1932, multiple services ran over the streetcar line through Hopkins.

"Hopkins" cars ran local service from Minneapolis to Hopkins every 30 minutes, making all stops. They ended at what today is 9th Avenue and Mainstreet on the short branch into downtown Hopkins.

At various times, "Como-Hopkins" cars ran all the way from downtown St. Paul as part of the Hopkins local service, making all stops.

While local service to Hopkins was consistent year round, service to Lake Minnetonka was highly seasonal.

"Lake Minnetonka" cars provided a half hourly base service to Excelsior, with every second train extended to Tonka Bay. No local passengers were carried between Minneapolis and stations east of 9th Avenue in Hopkins. Westbound trains made selected stops

to receive passengers for Hopkins and points west. The stops were:

6th and Hennepin
7th and Hennepin
12th and Hennepin
Groveland and Hennepin
Douglas and Hennepin
29th and Hennepin
Lake and Hennepin
Lake Harriet Station
Lake Harriet loop (just east of Upton Avenue)

France Avenue
Grimes Avenue
Brownale Avenue
Brookside Avenue
Mendelssohn (Blake Road)
Hopkins Substation
Hopkins 9th Avenue
Deephaven cars ran more or less hourly and made the same stops as Lake Minnetonka cars.

On summer Sundays and holidays, heavy Lake Minnetonka ridership required a base frequency of every 10 minutes to Excelsior. The extra cars ran as "Excelsior Limiteds" to 2nd and Water Street in downtown Excelsior, or as "Excelsior Excursions" to the Excelsior Dock Station. The Limiteds and Excursions made no stops between the Lake Harriet loop and Excelsior, except at Hopkins 9th Avenue.

Even though the Minnetonka cars skirted the south edge of town and stopped only at 9th Avenue, Hopkins benefitted from the additional trips and faster running times. As late as 1929 the Excelsior cars rather every half hour and the Deephaven cars hourly. That was three hourly trips in addition to the half-hourly Hopkins locals. Running time for the Lake Minnetonka cars from Hopkins 9th Avenue to downtown Minneapolis was 30 minutes, while the local Como-Hopkins cars took 36 minutes. So the abandonment of Lake Minnetonka



Above left: Looking east. Above right: Looking west. Below: The viaduct viewed from the south, with a Minneapolis-bound car. John Stern photo, ERA collection.





service represented a clear downgrading of Hopkins service as well.

The baggage car and mail

In addition to the passenger service, a freight-only baggage car served Hopkins and Lake Minnetonka from 1905 to 1923. During the summer it made two daily round trips from St. Paul to Lake Minnetonka, one in the morning and one in the afternoon. The afternoon trip backed up the Hopkins branch on its way back to St. Paul. The morning trip didn't run in the winter. After 1910 the baggage car ran only from Minneapolis.

Streetcars handled pouch mail between post offices, as follows.

1914 to 1951 D o w n t o w n
Minneapolis to Hopkins

1914 to 1919 Hopkins to Excelsior

1920 to 1932 D o w n t o w n
Minneapolis to Excelsior

1923 to 1932 Glen Lake
(Minnetonka) to Excelsior

The Hopkins pouch was the longest lasting, and the last, mail carried on the system, ending only when the Hopkins service itself was abandoned.

Post-1932

Following the abandonment of Lake Minnetonka service, the Hopkins line settled into a quiet routine as an extension of the Como-Harriet line. Base service was every half hour, as it had always been, with several extra rush hour trips added. The 60 mph high speed cars were retired, and local cars

Two similar views looking west, from about 1910 (top) and the 1940s (bottom). Top, Hopkins Historical Society collection.



topped out at about 45 mph.

In the late 30s, as an economy move, TCRT converted the weekday midday, Saturday midday and Sunday service to a shuttle between Hopkins and the 44th and France loop. Passengers had to transfer there to a regular Como-Harriet car for the rest of the trip. In the process, the half-hourly frequency became every 40-45 minutes Monday-Saturday and hourly on Sundays. After World War II most of the weekday and Saturday through service was restored.

The shuttle cars continued to carry the mail, and photos show the shuttle car pulling up behind the Como-Harriet car and the motormen transferring the mail sacks (see page 16). Because of the track configuration, the shuttle car had to back around the 44th and France loop to return to Hopkins.

Hopkins passengers were subject to two zone fares, paying 12 cents over the regular fare within the city of Minneapolis. In 1929 that meant a 22 cent fare to Hopkins. By the end of service in 1951, the Hopkins fare was 27 cents. Multi-ride commutation books could be purchased to lower the fare by several cents.

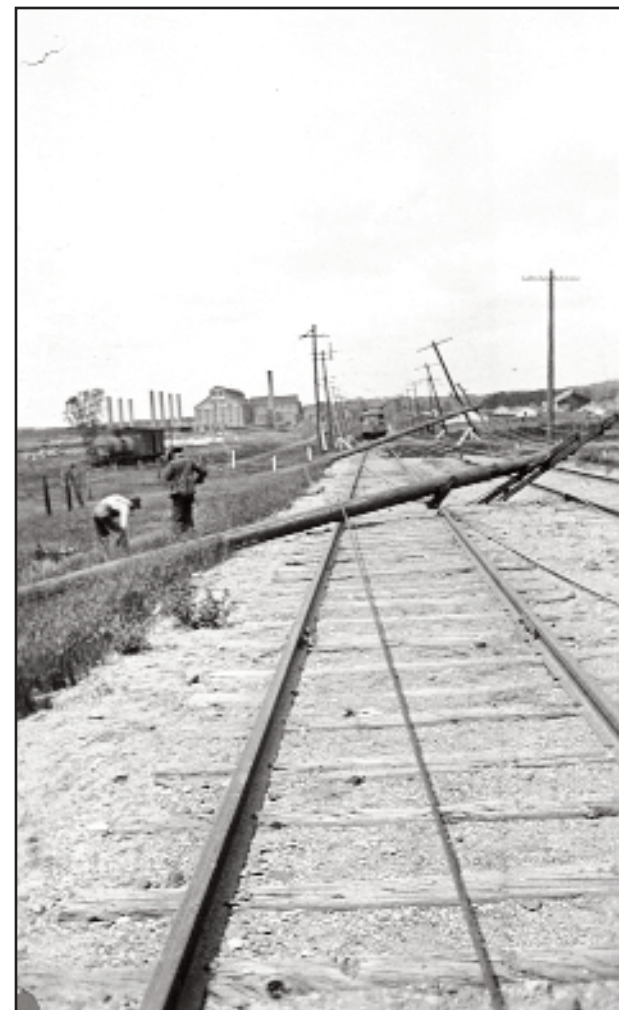
The end came on August 4, 1951, when the 3.2 miles from Hopkins to Brookside Avenue in Edina was abandoned. A tight turning loop was built at Brookside and the mile of line in Edina lasted until the end of service in 1954. During that period, Brookside

Two views looking east from the west end of the viaduct.
Bottom, Fred Howarth photo.



Above: Taken in the aftermath of the 1925 tornado, this two-photo splice is the best overview of the viaduct. Below right: This is the 9th Avenue stop, adjacent to the Minneapolis Threshing Machine plant. Both Hopkins Historical Society collection. Below left: A Minnesota Railfans Association fantrip stopped at 9th Avenue for a runby.





Above right: Another tornado aftermath photo from 1925 shows downed power poles blocking the mainline to Lake Minnetonka. Today this right of way is Excelsior Boulevard. Hopkins Historical Society collection.

Above left: The Minneapolis Threshing Machine offices sat at the intersection of 9th Avenue and the streetcar line. Note the TCRT telephone booth. Hopkins Historical Society collection.

Below left: By 1950, the company name had changed to Minneapolis-Moline.



Left: The entire Hopkins 9th Avenue branch is visible in this view from the water tower.

Below left and right: Originally the line ended at a wye in the middle of the 9th Avenue and Excelsior Avenue intersection. It disrupted traffic and was later moved half a block north. All Hopkins Historical Society collection.





Above: Two similar views of 9th and Excelsior, separated by 40 years.
 Below left: The Hopkins shuttle car (note the lack of an overhead destination sign) prepares to back into the wye behind the commercial buildings on the north side of Excelsior Avenue (now Mainstreet). John Stern photo, ERA collection.
 Below right: The MRA fantrip in the wye. Note the special air horn applied for the trip.



SUNDAY

WESTBOUND				EASTBOUND			
Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.		
AM	AM	AM	AM	AM	AM		
6:08	6:23	6:27	6:36	6:47	6:58	7:00	
*6:51	7:16					7:02	7:27
	7:17	7:21	7:30	*7:47	7:56	8:00	
*7:08	8:18					8:02	8:27
	8:19	8:23	8:32	*8:17	8:36	9:00	
*8:46	9:11					9:02	9:27
	9:12	9:16	9:25	*9:17	9:36	10:00	
*9:46	10:11					10:02	10:27
	10:12	10:16	10:25	*10:17	10:36	11:00	
*10:46	11:11					11:02	11:27
	11:12	11:16	11:25	*11:17	11:36	12:00	
*11:46	12:11					12:02	12:27
	12:12	12:16	12:25	*12:17	12:36	1:00	
*12:46	1:01					1:02	1:27
	1:02	1:11	1:20	*1:47	1:56	2:00	
*1:40	2:05					2:02	2:27
	2:07	2:11	2:20	*2:17	2:36	3:00	
*2:40	3:05					3:02	3:27
	3:07	3:11	3:20	*3:17	3:36	4:00	
*3:40	4:05					4:02	4:27
	4:07	4:11	4:20	*4:17	4:36	5:00	
*4:40	5:05					5:02	5:27
	5:07	5:11	5:20	*5:17	5:36	6:00	
*5:40	6:05					6:02	6:27
	6:07	6:11	6:20	*6:17	6:36	7:00	
*6:40	7:05					7:02	7:27
	7:07	7:11	7:20	*7:17	7:36	8:00	
*7:40	8:05					8:02	8:27
	8:07	8:11	8:20	*8:17	8:36	9:00	
*8:40	9:05					9:02	9:27
	9:07	9:11	9:20	*9:17	9:36	10:00	
*9:40	10:05					10:02	10:27
	10:07	10:11	10:20	*10:17	10:36	11:00	
*10:40	11:05					11:02	11:27
	11:07	11:11	11:20	*11:17	11:36	12:00	
*11:40	12:05					12:02	12:27
	12:07	12:11	12:20	*12:17	12:36	1:00	
*12:16	12:41					12:02	12:27
	12:42	12:46	12:55	1:00	1:09	1:29	

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

MINNEAPOLIS—HOPKINS
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NO. 134—IN EFFECT OCTOBER 25, 1943

Minneapolis

to

Hopkins



Running time for intermediate points.

Hopkins to Brookside - 5 minutes
Hopkins to Interchange - 5 "
Brookside to Interchange - 1 "
Interchange to City Limits - 2 "

F. R. BJORKCK, General Superintendent
No. 1 Eleventh Street So., Minneapolis
Telephone—Main 1214

Schedule subject to change without notice.

WEEKDAY

WESTBOUND				EASTBOUND			
Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.		
AM	AM	AM	AM	AM	AM		
5:33	5:58	6:02	6:11	6:26	6:38	7:04	
6:07	6:22	6:26	6:35	6:40	6:49	6:53	7:19
6:17	6:42	6:46	6:55	6:58	7:09	7:14	7:40
6:30	6:55	6:59	7:08	7:16	7:26	7:31	7:57
6:40	7:05	7:09	7:18	7:27	7:38	7:43	8:09
6:53	7:18	7:22	7:31	7:37	7:48	7:53	8:19
7:04	7:29	7:33	7:42	7:49	8:00	8:05	8:35
7:29	7:54	7:58	8:07	8:13	8:22	8:26	8:52
8:00	8:25	8:29	8:38	*9:01	9:10	9:14	
*8:49	9:14					9:16	9:42
	9:15	9:19	9:28	*9:43	9:52	9:57	
*9:38	10:03					9:59	10:25
	10:04	10:08	10:17	*10:21	10:33	10:37	
*10:18	10:43					10:39	11:05
	10:44	10:48	10:57	*10:54	11:13	11:17	
*10:58	11:23					11:19	11:45
	11:24	11:28	11:37	*11:44	11:58	11:59	
*11:38	12:03					11:59	12:25
	12:04	12:08	12:17	*12:24	12:33	12:37	
*12:18	12:43					12:39	1:06
	12:44	12:48	12:57	*1:01	1:13	1:17	
*12:58	1:23					1:19	1:45
	1:24	1:28	1:37	*1:44	1:53	1:57	
*1:38	2:03					1:59	2:25
	2:04	2:08	2:17	*2:26	2:36	2:39	
*2:18	2:43					2:41	3:07
	2:44	2:48	2:57	*3:07	3:16	3:20	
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3:55	4:21	4:25	4:34	4:46	4:57	5:01	5:27
4:18	4:46	4:50	4:59	5:06	5:15	5:19	5:45
4:42	5:10	5:14	5:23	5:38	5:47	5:51	6:17
5:06	5:34	5:38	5:47	5:59	6:08	6:12	6:38
5:29	5:56	6:00	6:09	6:10	6:19	6:23	6:49
5:42	6:10	6:14	6:23	6:31	6:40	6:44	7:10
6:05	6:33	6:37	6:46	6:59	7:08	7:12	7:38
6:27	6:55	6:59	7:08	7:16	7:25	7:29	7:55
6:51	7:19	7:23	7:32	7:41	7:50	7:54	8:20
7:12	7:40	7:44	7:53	8:02	8:11	8:15	8:41
7:35	8:03	8:07	8:16	8:25	8:34	8:38	9:04
7:57	8:25	8:29	8:38	8:47	8:56	9:00	9:26
8:20	8:48	8:52	9:01	9:10	9:19	9:23	9:49
8:43	9:11	9:15	9:24	9:33	9:42	9:46	10:12
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11:00	11:28	11:32	11:41	11:50	11:59	12:03	12:29
11:23	11:51	11:55	12:04	12:13	12:17	12:21	
11:46	12:14	12:18	12:27	12:36	12:45	12:49	

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

Special Schedule during State Fair.

SATURDAY

WESTBOUND				EASTBOUND			
Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.		
AM	AM	AM	AM	AM	AM		
5:33	5:58	6:02	6:11	6:26	6:38	7:04	
6:07	6:22	6:26	6:35	6:40	6:49	6:53	7:19
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6:30	6:55	6:59	7:08	7:16	7:26	7:31	7:57
6:40	7:05	7:09	7:18	7:27	7:38	7:43	8:09
6:53	7:18	7:22	7:31	7:37	7:48	7:53	8:19
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7:12	7:40	7:44	7:53	8:02	8:11	8:15	8:41
7:35	8:03	8:07	8:16	8:25	8:34	8:38	9:04
7:57	8:25	8:29	8:38	8:47	8:56	9:00	9:26
8:20	8:48	8:52	9:01	9:10	9:19	9:23	9:49
8:43	9:11	9:15	9:24	9:33	9:42	9:46	10:12
9:05	9:33	9:37	9:46	9:55	10:04	10:08	10:34
9:28	9:56	10:00	10:09	10:18	10:27	10:31	10:57
9:51	10:19	10:23	10:32	10:41	10:50	10:54	11:20
10:14	10:42	10:46	10:55	11:04	11:13	11:17	11:43
10:37	11:05	11:09	11:18	11:27	11:36	11:40	12:06
11:00	11:28	11:32	11:41	11:50	11:59	12:03	12:29
11:23	11:51	11:55	12:04	12:13	12:17	12:21	
11:46	12:14	12:18	12:27	12:36	12:45	12:49	

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

Special Schedule during State Fair.



Left: Riding the very last Hopkins trip were four future MSM members. Left to right, Gene Corbey, Bob Schumacher, Russ Olson and Ed Nelson.

Right: Car 1300 arrives in Hopkins for what was to be an eight year rest, followed by the creation of our museum.





Until the end of service in 1951, the Hopkins streetcars carried the U. S. Mail. The midday shuttle car from Hopkins has crossed France Avenue and pulled up behind the waiting Como-Harriet car (in this case it's carrying an Oak-Xerxes sign because it's headed to Oak and Beacon instead of Como Avenue.). The motormen are transferring the mail sacks. In the photo below, the Minneapolis car is leaving. The Hopkins shuttle will back around the loop to reverse direction. Both John Stern photos, ERA collection.



cars continued to carry the Como-Hopkins overhead sign, although that was a fiction.

The St. Louis Park line

One of the system's earliest abandonments, St. Louis Park line, was a victim of the earliest freeway in the Twin Cities, Highway 100. The line started as a real estate development tool. Russ Olson described its development in *Electric Railways of Minnesota*.

This company was incorporated in September, 1890, by Thomas B. Walker, C.G. Goodrich, L.F. Menage, H.F. Brown, Thomas Lowry, R.C. Haywood, Charles A. Pillsbury, George H. Christian, G.G. Boshart and A.M. Allen. The purpose was to develop land for the attraction of industry to the St. Louis Park area. As a result, the following firms built plants there: Monitor Manufacturing Co., Jarless Spring Carriage Co., Thompson Wagon Co., and Minneapolis Esterly Harvester Co.

To provide transportation for the workers, a streetcar line was to be constructed. A franchise was received from St. Louis Park on February 6, 1891, which provided, among other things, for: a 5 cent fare, free transfers to MSR, no freight hauling, electric operation only with power to be purchased from MSR, and a 25 m.p.h. speed limit.

Construction began in May, 1892, on a single track line from 29th St. (now Lagoon Ave.) and Hennepin Ave., Minneapolis, on 29th St. and W. Lake St., around Lake Calhoun adjacent to the Hastings & Dakota R.R. tracks, directly west on Lake St. about one mile (crossing the railroad tracks in the process) and then southwesterly on Lake St. past the Esterly Harvester Works to the end at W. Lake St. and Brownlow Ave.

Operations began December 21, 1892, using three or four rented MSR cars as

ML&I's new cars had not yet arrived. Power was furnished from MSR's 31st St. and Nicollet Ave. powerhouse to begin operations but the local trade journals reported that ML&I was completing its own powerhouse. The line crossed the Minneapolis & St. Louis northwest of Lake Calhoun at grade. Construction of a bridge over the railroad tracks began in the summer of 1893, so passengers were transferred at that point to a shuttle car operating between the tracks and the west end of the line.

The August, 1893, issue of a local trade

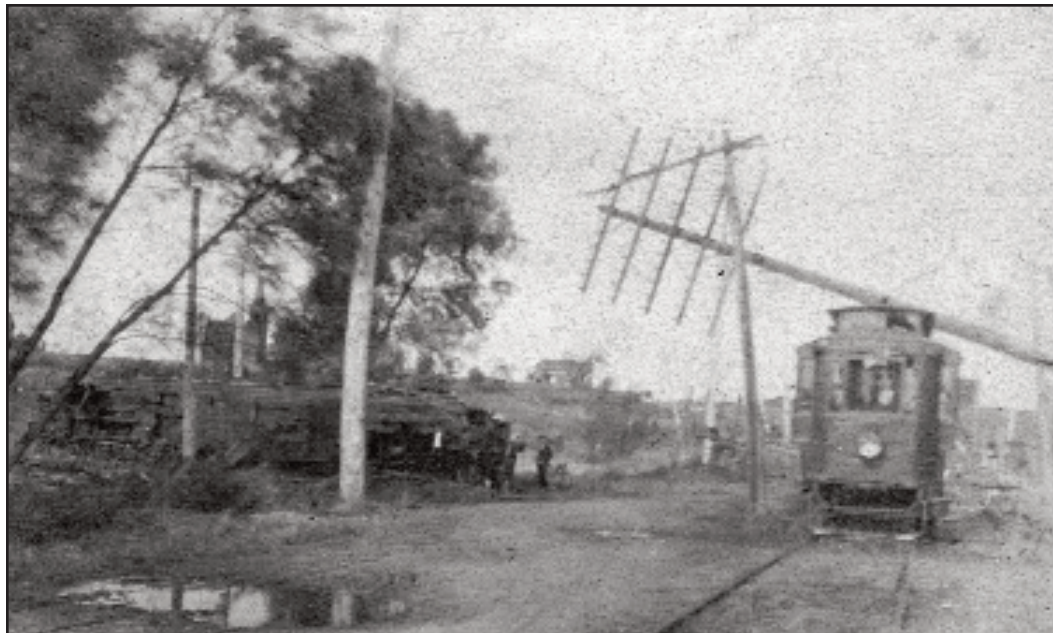
publication reported that "the Minneapolis St. Ry. (sic) was further improved by the addition of handsome new vestibuled cars for the St. Louis Park line." These were three cars, numbered #1-#3, built by St. Louis Car Co. in 1893; 45' long, they were double truck (arch bar type), deck roof, double end, closed, vestibuled passenger motor cars (Later research indicates that the third car was never delivered.). They were placed in operation when the bridge over the railroad backs was completed. Three cars were needed to provide twenty- minute headway. The new ML&I

cars took over from the MSR cars on August 31, 1893.

1892 was a boom year for the industries located on the line, but 1893 proved disastrous: the Monitor Mfg. Co. closed down for one year, the Minneapolis Esterly Harvester Co. failed, and the Thompson Wagon Co. was destroyed by fire. As the nation recovered from the 1893 financial panic, St. Louis Park's fortunes also improved.

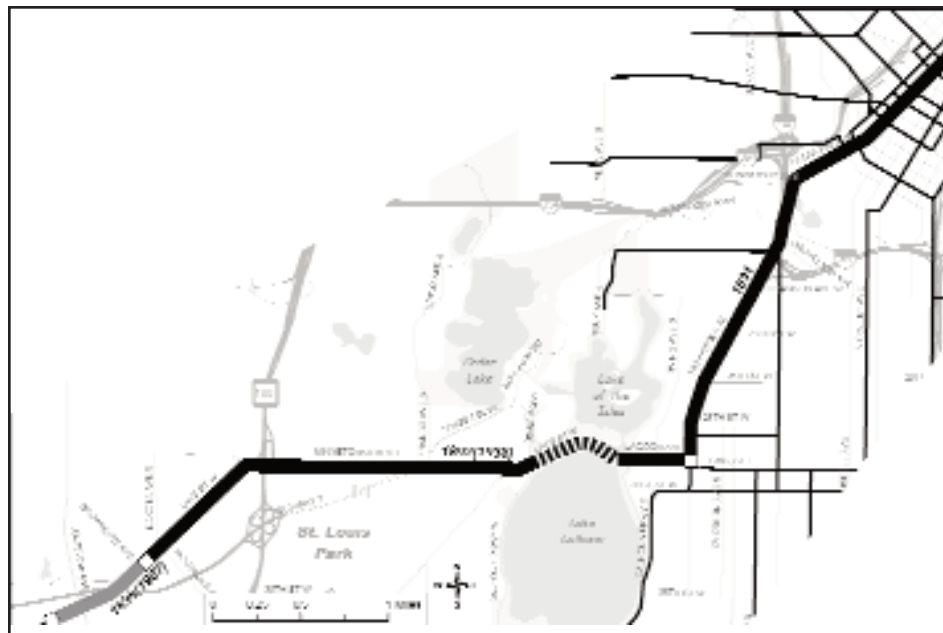
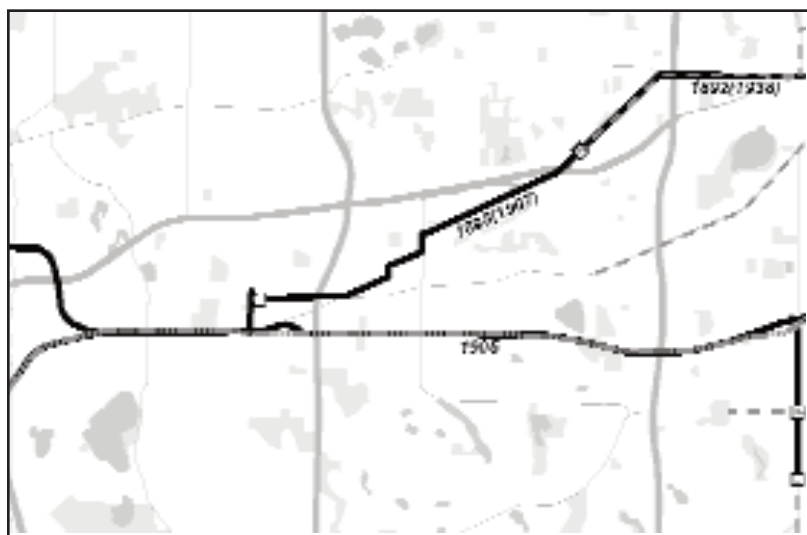
Work began in August, 1897, on an extension of the line from St. Louis Park to Hopkins.





The ML&I cars were primitive, but they lasted until the TCRT takeover in 1906.

Above right: In 1904 a tornado damaged the carhouse and blew one of the



The Hopkins extension continued on Lake Street to Monk Avenue (now Blake Road), left on Monk for a block to 2nd Street, right on 2nd to Tyler Avenue, left on Tyler to St. Louis Avenue, and right on Excelsior Avenue (now Mainstreet) to 6th Avenue.

A visit to the St. Louis Park Historical Society uncovered some additional information about the line. The Minneapolis Tribune followed the line's planning, construction and operation. A January 12, 1891 story speculates on two route options:

Around the north side of Lake Calhoun (then referred to as Lake Mendoza), then out West Lake Street.

Around the south side of Lake Calhoun, then west by an unspecified route. By May 1891 they had settled on the northerly route.

TCRT takes over

In April 1905, as the new TCRT Excelsior line was beginning construction, the Minneapolis Tribune speculates that the "Walker Line", as the ML&I was known, would remain in service to Hopkins. TCRT clearly thought otherwise. Its wholly-owned subsidiary, the Minneapolis & St. Paul Suburban Railway Company, acquired the ML&I line on November 12, 1906. Service to Hopkins was cut to three daily trips and by 1907 the extension was gone, and the line reverted to its original terminus at Lake and Brownlow.

The line was lightly patronized. St. Louis Park would not see full residential development until after World War II. The line passed through parkland on the north side of Lake Calhoun. On Hennepin Avenue it duplicated the Como-Harriet and Oak-Harriet lines, which already provided plenty of service, so the service to downtown added little value.



In 1910 plans were made to remove the tracks from the north side of Lake Calhoun and through-route the St. Louis Park line with the Kenwood line via the Kenilworth Corridor, along the east side of the Minneapolis & St. Louis tracks, then on 21st Street to the end of the Kenwood line at Penn Avenue.

1911 saw another reroute speculation. This one passed through the

Minnehahda Club on Excelsior Blvd., then Highland Avenue (roughly 36th Street) west into St. Louis Park. One reason for the reroute was to avoid the rickety wood viaduct that spanned the railroads west of Lake Calhoun. Again, nothing came of the idea.

The bridge problem solved itself in 1916. The bridge was replaced, probably as part of the Milwaukee Road's grade separation project across south

Minneapolis (today's Midtown Greenway). During construction the St. Louis Park line was severed and a shuttle was run.

The line ran uneventfully until 1938, when construction of Highway 100 began. This would have severed the line again, giving TCRT the excuse it needed to switch to buses. As planned decades before, the downtown trips were combined with the Kenwood



Left: The St. Louis Park line left Hennepin Avenue at Lagoon Avenue. Note the Lagoon Theatre, much remodeled later and renamed the Uptown. Norton & Peel photo, Minnesota Historical Society collection.

Above left: Amid much celebration, Lake Calhoun and Lake of the Isles were linked in 1911.

Below left: The Calhoun Beach bath house opened in 1912, attracting enormous crowds. Within a year TCRT had added a second track and started summer shuttle service from Uptown.

Above right: The line as it appeared on the north shore of Lake Calhoun before 1912. Ice warehouses were still prominent.

Below right: The Calhoun Beach Hotel opened in 1928.



St. Louis Park Line to be Cut on Monday, May 8.

Necessary rebuilding of the Lake Street bridge over the railroad tracks will necessitate the abandonment of through service on the St. Louis Park Line for several months. Cars from town will operate as far as Excelsior Ave., while shuttle service will be maintained between the west end of the bridge and St. Louis Park.

We regret this unavoidable hardship which St. Louis Park patrons will have to endure. It is hoped that when the bridge is rebuilt it will mean an end to the bridge troubles which have been so frequent in the past.

"SHUTTLE" SERVICE TO AND FROM ST. LOUIS PARK

WEEK DAYS AND SATURDAYS

Leave St. Louis Park: 8:30 A. M., 9:30, 1:00, 7:30, 8:30, 9:30, 9:50, 10:00, 10:30, 11:00, 11:30, 12:00 P. M., 12:30, 1:30, 2:30, 3:30, 3:50, 4:00, 4:30, 5:30, 6:30, 6:50, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:30, 12:00 A. M., 12:30, 12:45.

SUNDAYS

Same as Weekdays and Saturdays except that the first car will leave St. Louis Park at 7:30 A. M.

CHANGES IN ROBBINSDALE SCHEDULE

Weekdays and Saturdays Only.

LEAVE 1ST AVE. N. AT 5TH ST. FOR ROBBINSDALE		LEAVE ROBBINSDALE FOR MINNEAPOLIS	
Old Time	New Time	Old Time	New Time
3:41 P.M.	3:33 P.M.	4:30 P.M.	4:10 P.M.
4:11 P.M.	4:03 P.M.	4:50 P.M.	4:30 P.M.
4:41 P.M.	4:33 P.M.	5:10 P.M.	4:50 P.M.
5:11 P.M.	5:03 P.M.	5:30 P.M.	5:10 P.M.
5:41 P.M.	5:33 P.M.	5:50 P.M.	5:40 P.M.
6:11 P.M.	6:03 P.M.	6:20 P.M.	6:10 P.M.
6:41 P.M.	6:33 P.M.	6:50 P.M.	6:40 P.M.

SUNDAYS ONLY

Leave First Ave. North and Sixth St. for Robbinsdale: 6:45 A.M., 7:15, 7:45, 8:15, 8:45, 10:15, 10:45, 11:15, 12:45, 1:15 P.M., 12:45, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, 6:15, 6:45, 7:15, 7:45, 8:15, 8:45, 9:15, 9:45, 10:15, 10:45, 11:15, 11:45, 12:15 A.M., 12:45.

Through Trains from Robbinsdale will run to Excelsior Ave. Only. Passengers for St. Louis Park will please transfer to Shuttle Car, which will operate between west end of bridge and St. Louis Park.



Compliments and Suggestions Always
Receive Prompt, Courteous Attention.

A. W. Wernick,
General Passenger Agent,
Hennepin Ave. & 11th St.

Telephone—Main 4590—Carter 5136.

On May 8, 1916 the line was cut for the replacement of the bridge over the railroads just west of Lake Calhoun. All summer passengers walked across the tracks to connect to a



Lake St. Bridge 6/2/16

No. 41—NOVEMBER 21, 1901.

St. Louis Park Electric Line



The Mississippi & St. Paul
Suburban R. R. Co.

This Time Table is for the in-
formation and guidance of train
men only.

DONALD COCHRAN,
General Superintendent.

WEEKDAY					
Train No.	Leave St. Louis	Leave Park	Leave Siding	Leave Park	Leave St. Louis
11	8:00	8:05	8:10	8:15	8:20
2	8:10	8:15	8:20	8:25	8:30
11	8:20	8:25	8:30	8:35	8:40
12	8:30	8:35	8:40	8:45	8:50
3	8:40	8:45	8:50	8:55	9:00
13	8:50	8:55	9:00	9:05	9:10
4	9:00	9:05	9:10	9:15	9:20
14	9:10	9:15	9:20	9:25	9:30
5	9:20	9:25	9:30	9:35	9:40
15	9:30	9:35	9:40	9:45	9:50
6	9:40	9:45	9:50	9:55	10:00
16	9:50	9:55	10:00	10:05	10:10
7	10:00	10:05	10:10	10:15	10:20
17	10:10	10:15	10:20	10:25	10:30
8	10:20	10:25	10:30	10:35	10:40
18	10:30	10:35	10:40	10:45	10:50
9	10:40	10:45	10:50	10:55	11:00
19	10:50	10:55	11:00	11:05	11:10
10	11:00	11:05	11:10	11:15	11:20
20	11:10	11:15	11:20	11:25	11:30
11	11:20	11:25	11:30	11:35	11:40
21	11:30	11:35	11:40	11:45	11:50
12	11:40	11:45	11:50	11:55	12:00
22	11:50	11:55	12:00	12:05	12:10
13	12:00	12:05	12:10	12:15	12:20
23	12:10	12:15	12:20	12:25	12:30
14	12:20	12:25	12:30	12:35	12:40
24	12:30	12:35	12:40	12:45	12:50
15	12:40	12:45	12:50	12:55	1:00
25	12:50	12:55	1:00	1:05	1:10
16	1:00	1:05	1:10	1:15	1:20
26	1:10	1:15	1:20	1:25	1:30
17	1:20	1:25	1:30	1:35	1:40
27	1:30	1:35	1:40	1:45	1:50
18	1:40	1:45	1:50	1:55	2:00
28	1:50	1:55	2:00	2:05	2:10
19	2:00	2:05	2:10	2:15	2:20
29	2:10	2:15	2:20	2:25	2:30
20	2:20	2:25	2:30	2:35	2:40
30	2:30	2:35	2:40	2:45	2:50
21	2:40	2:45	2:50	2:55	3:00
31	2:50	2:55	3:00	3:05	3:10
22	3:00	3:05	3:10	3:15	3:20
32	3:10	3:15	3:20	3:25	3:30
23	3:20	3:25	3:30	3:35	3:40
33	3:30	3:35	3:40	3:45	3:50
24	3:40	3:45	3:50	3:55	4:00
34	3:50	3:55	4:00	4:05	4:10
25	4:00	4:05	4:10	4:15	4:20
35	4:10	4:15	4:20	4:25	4:30
26	4:20	4:25	4:30	4:35	4:40
36	4:30	4:35	4:40	4:45	4:50
27	4:40	4:45	4:50	4:55	5:00
37	4:50	4:55	5:00	5:05	5:10
28	5:00	5:05	5:10	5:15	5:20
38	5:10	5:15	5:20	5:25	5:30
29	5:20	5:25	5:30	5:35	5:40
39	5:30	5:35	5:40	5:45	5:50
30	5:40	5:45	5:50	5:55	6:00
40	5:50	5:55	6:00	6:05	6:10
41	6:00	6:05	6:10	6:15	6:20
42	6:10	6:15	6:20	6:25	6:30
43	6:20	6:25	6:30	6:35	6:40
44	6:30	6:35	6:40	6:45	6:50
45	6:40	6:45	6:50	6:55	7:00
46	6:50	6:55	7:00	7:05	7:10
47	7:00	7:05	7:10	7:15	7:20
48	7:10	7:15	7:20	7:25	7:30
49	7:20	7:25	7:30	7:35	7:40
50	7:30	7:35	7:40	7:45	7:50
51	7:40	7:45	7:50	7:55	8:00
52	7:50	7:55	8:00	8:05	8:10
53	8:00	8:05	8:10	8:15	8:20
54	8:10	8:15	8:20	8:25	8:30
55	8:20	8:25	8:30	8:35	8:40
56	8:30	8:35	8:40	8:45	8:50
57	8:40	8:45	8:50	8:55	9:00
58	8:50	8:55	9:00	9:05	9:10
59	9:00	9:05	9:10	9:15	9:20
60	9:10	9:15	9:20	9:25	9:30
61	9:20	9:25	9:30	9:35	9:40
62	9:30	9:35	9:40	9:45	9:50
63	9:40	9:45	9:50	9:55	10:00
64	9:50	9:55	10:00	10:05	10:10
65	10:00	10:05	10:10	10:15	10:20
66	10:10	10:15	10:20	10:25	10:30
67	10:20	10:25	10:30	10:35	10:40
68	10:30	10:35	10:40	10:45	10:50
69	10:40	10:45	10:50	10:55	11:00
70	10:50	10:55	11:00	11:05	11:10
71	11:00	11:05	11:10	11:15	11:20
72	11:10	11:15	11:20	11:25	11:30
73	11:20	11:25	11:30	11:35	11:40
74	11:30	11:35	11:40	11:45	11:50
75	11:40	11:45	11:50	11:55	12:00
76	11:50	11:55	12:00	12:05	12:10
77	12:00	12:05	12:10	12:15	12:20
78	12:10	12:15	12:20	12:25	12:30
79	12:20	12:25	12:30	12:35	12:40
80	12:30	12:35	12:40	12:45	12:50
81	12:40	12:45	12:50	12:55	1:00
82	12:50	12:55	1:00	1:05	1:10
83	1:00	1:05	1:10	1:15	1:20
84	1:10	1:15	1:20	1:25	1:30
85	1:20	1:25	1:30	1:35	1:40
86	1:30	1:35	1:40	1:45	1:50
87	1:40	1:45	1:50	1:55	2:00
88	1:50	1:55	2:00	2:05	2:10
89	2:00	2:05	2:10	2:15	2:20
90	2:10	2:15	2:20	2:25	2:30
91	2:20	2:25	2:30	2:35	2:40
92	2:30	2:35	2:40	2:45	2:50
93	2:40	2:45	2:50	2:55	3:00
94	2:50	2:55	3:00	3:05	3:10
95	3:00	3:05	3:10	3:15	3:20
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98	3:30	3:35	3:40	3:45	3:50
99	3:40	3:45	3:50	3:55	4:00
100	3:50	3:55	4:00	4:05	4:10
101	4:00	4:05	4:10	4:15	4:20
102	4:10	4:15	4:20	4:25	4:30
103	4:20	4:25	4:30	4:35	4:40
104	4:30	4:35	4:40	4:45	4:50
105	4:40	4:45	4:50	4:55	5:00
106	4:50	4:55	5:00	5:05	5:10
107	5:00	5:05	5:10	5:15	5:20
108	5:10	5:15	5:20	5:25	5:30
109	5:20	5:25	5:30	5:35	5:40
110	5:30	5:35	5:40	5:45	5:50
111	5:40	5:45	5:50	5:55	6:00
112	5:50	5:55	6:00	6:05	6:10
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116	6:30	6:35	6:40	6:45	6:50
117	6:40	6:45	6:50	6:55	7:00
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122	7:30	7:35	7:40	7:45	7:50
123	7:40	7:45	7:50	7:55	8:00
124	7:50	7:55	8:00	8:05	8:10
125	8:00	8:05	8:10	8:15	8:20
126	8:10	8:15	8:20	8:25	8:30
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128	8:30	8:35	8:40	8:45	8:50
129	8:40	8:45	8:50	8:55	9:00
130	8:50	8:55	9:00	9:05	9:10
131	9:00	9:05	9:10	9:15	9:20
132	9:10	9:15	9:20	9:25	9:30
133	9:20	9:25	9:30	9:35	9:40
134	9:30	9:35	9:40	9:45	9:50
135	9:40	9:45	9:50	9:55	10:00
136	9:50	9:55	10:00	10:05	10:10
137	10:00	10:05	10:10	10:15	10:20
138	10:10	10:15	10:20	10:25	10:30
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140	10:30	10:35	10:40	10:45	10:50
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146	11:30	11:35	11:40	11:45	11:50
147	11:40	11:45	11:50	11:55	12:00
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153	12:40	12:45	12:50	12:55	1:00
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158	1:30	1:35	1:40	1:45	1:50
159	1:40	1:45	1:50	1:55	2:00
160	1:50	1:55	2:00	2:05	2:10
161	2:00	2:05	2:10	2:15	2:20
162	2:10	2:15	2:20	2:25	2:30
163	2:20	2:25	2:30	2:35	2:40
164	2:30	2:35	2:40	2:45	2:50
165	2:40	2:45	2:50	2:55	3:00
166	2:50	2:55	3:00	3:05	3:10
167	3:00	3:05	3:10	3:15	3:20
168	3:10	3:15	3:20	3:25	3:30
169	3:20	3:25	3:30	3:35	3:40
170	3:30	3:35	3:40	3:45	3:50
171	3:40	3:45	3:50	3:55	4:00
172	3:50	3:55	4:00	4:05	4:10
173	4:00	4:05	4:10	4:15	4:20
174	4:10	4:15	4:20	4:25	4:30
175	4:20	4:25	4:30	4:35	4:40
176	4:30	4:35	4:40	4:45	4:50
177	4:40	4:45	4:50	4:55	5:00
178	4:50	4:55	5:00	5:05	5:10
179	5:00	5:05	5:10	5:15	5:20
180	5:10	5:15	5:20	5:25	5:30
181	5:20	5:25	5:30	5:35	5:40
182	5:30	5:35	5:40	5:45	5:50
183	5:40	5:45	5:50	5:55	6:00
184	5:50	5:55	6:		





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

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